

**FAA-H-8083-15B**  
**Instrument Flying Handbook**  
**Updated February 12, 2014**

**Errata as of February 12, 2014**

1. In the right column of page 5-13 *Northerly turning Errors* should read:

“The center of gravity of the float assembly is located lower than the pivotal point. As the airplane turns, the force that results from the magnetic dip causes the float assembly to swing in the opposite direction that the float turns. The result is a false turn indication opposite from the direction of actual turn. Because of this lag of the compass card, or float assembly, a northerly turn should be continued past arrival at the desired heading by the lag correction value. This compass error is greater near either magnetic pole. One rule of thumb to correct for this lag error is to continue the turn  $15^\circ$  plus half of the latitude (i.e., if the airplane is being operated in a position around  $40^\circ$  of latitude, the turn should be stopped  $15^\circ + 20^\circ = 35^\circ$  past the desired heading.) [Figure 5-20A].”

Although Figure 5-20B is labeled “south,” the images were reversed. Northerly turn error shows a lag in turning indication.

2. In the right column of page 5-13 *Southerly Turning Errors* should read:

“When turning in a southerly direction, the forces are such that the compass float assembly leads rather than lags. The result is a false excessive turn indication. The compass card, or float assembly, should not be allowed to exceed the rollout point. To correct for this leading error, the aircraft should not be allowed to pass the rollout lead point ahead of the desired compass heading by  $15^\circ +$  half of the latitude (i.e. if the airplane is being operated in a position around  $30^\circ$  of latitude, the turn should be stopped  $15^\circ + 15^\circ = 30^\circ$  prior to the desired compass heading. As with the northerly turning error, this compass error is greater near either magnetic pole. [Figure 5-20A].”

Although Figure 5-20A indicates “north,” the images were reversed. Southerly turn error shows a lag in turning indication.

3. In Figure 5-20 on page 5-14, the turning effects are reversed. The upper panels should indicate lagging turn indications for northerly turning error, while the bottom panels should indicate leading turns for southerly turning error.
4. In Figure 9-7 on page 9-7, the blue and yellow ADF needles in the top instruments should point to 005 degrees and the airplane's heading should be 355 degrees to maintain the track. The label in the lower left corner stating WCA as 10 degrees left and RB of 10 degrees right should be located next to the top airplane graphic.

In the second-from-the-top instruments, the blue and yellow ADF needles should point to 005 degrees to indicating that the airplane is back on course. In the middle instruments, the ADF needles should point to about 350 degrees, to the right of the wind correction heading of 340 degrees. Next to the middle airplane graphic, there should be a label stating a WCA of 25 degrees left.

5. In the second full sentence from the bottom of the right column on page 7-7, “turn-and-slip” should be changed to “turn coordinator.”

**Errata as of July 25, 2013**

1. In the second-to-last sentence of the second paragraph in the right column of page 9-11, the VOR CDI deviation value should be changed from “12°” to “10°”.

**Errata as of December 21, 2012**

1. In Figure 5-3 on page 5-4, the “1,000 ft. pointer” label should be changed to read “100 ft. pointer,” the “100 ft. pointer” label should be changed to read “10,000 ft. pointer,” and the “10,000 ft. pointer” label should be changed to read “1,000 ft. pointer.”